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AGO D/A ltr 29 Apr 1980 ; AGO D/A ltr 29 Apr 1980	

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BY  
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**DEPARTMENT OF THE ARMY**  
**OFFICE OF THE ADJUTANT GENERAL**  
**WASHINGTON, D.C. 20310**



IN REPLY REFER TO

AGAM-P (M) (24 Jan 69) / FOR OT UT 684194

3 February 1969

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 11th Combat Aviation Battalion, Period Ending 31 October 1968 (U)**

**SEE DISTRIBUTION**

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure that the Army realizes current benefits from lessons learned during recent operations.
3. To insure that the information provided through the Lessons Learned Program is readily available on a continuous basis, a cumulative Lessons Learned Index containing alphabetical listings of items appearing in the reports is compiled and distributed periodically. Recipients of the attached report are encouraged to recommend items from it for inclusion in the Index by completing and returning the self-addressed form provided at the end of this report.

**BY ORDER OF THE SECRETARY OF THE ARMY:**

*Kenneth G. Wickham*

**KENNETH G. WICKHAM**  
Major General, USA  
The Adjutant General

1 Incl  
as

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  - US Army Aviation Test Activity
  - 11th Combat Aviation Battalion

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11 November 1968  
SUBJECT: Operational Report of the 11th Combat Aviation Battalion for  
Period Ending 31 October 1968, HCS CSFOR-65 (RI) (U)

SEE DISTRIBUTION

1. (C) Section 1, Operations: Significant Activities.

a. (U) Mission. During the reported period there have been no changes to the 11th Combat Aviation Battalion's missions.

b. (U) Organization.

(1) During the reported period there have been no changes in the organization of the 11th Combat Aviation Battalion. However, the 162nd Assault Helicopter Company is currently in the process of relocating to Dong Tam, RVN and will be reassigned to the 214th Combat Aviation Battalion effective 1 November 1968.

(2) The organization of the 11th Combat Aviation Battalion at the close of the reported period is attached as Inclosure 1.

c. (U) Command and Staff.

(1) Significant changes in the 11th Combat Aviation Battalion Command and Staff structure during this reported period are shown below:

COMMAND

(a) On 1 October 1968, LTC Clarence D. Wilks, 075318, replaced LTC William F. Bauman, 068430, as Battalion Commander.

STAFF

(b) On 5 August 1968, MAJ John P. Ladd, 074322, replaced LTC Clarence D. Wilks, 075318, as Battalion Executive Officer.

(c) On 19 August 1968, MAJ Augustus D. Scott, 05309773, replaced CPT Millard Burke, 0F104383, as Battalion S1.

FOR OTUT  
684194

Inclosure 1

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(d) On 31 August 1968, MAJ John L. Carroll, 0587502, replaced MAJ Harold E. Culley, 05310863, as Battalion S2.

(e) On 15 October 1968, MAJ Edward C. Robinson, 087335, replaced CPT Monte K. Veal, 0F106860, as Battalion S4.

## UNIT COMMANDERS

(f) On 11 September 1968, CPT Harold J. Hayes, 02283532, replaced CPT Donald J. Flohe, 05406141, as Commanding Officer of Headquarters and Headquarters Detachment.

(g) On 15 September 1968, MAJ Donald R. Kelsey, 05307234, replaced MAJ William H. Jarvis, 0F106663, as Commanding Officer of the 128th Assault Helicopter Company.

(h) On 30 September 1968, MAJ Morris K. Steenson, 05310067, replaced MAJ Lee C. Smith, 083994, as Commanding Officer of the 173rd Assault Helicopter Company.

(2) The current Command and Staff Structure is shown in Inclosure 2.

d. (U) Unit Strengths.

(1) Military:

<u>Unit</u>	<u>Officer</u>		<u>WO</u>		<u>EM</u>		<u>Total</u>	
	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>
HHD	21	23	2	4	94	162	117	189
128th	18	18	53	43	239	182	310	243
162nd	17	16	54	43	238	190	309	249
173rd	17	19	54	44	238	203	309	262
213th	14	10	26	19	228	192	268	219
11th C/LB	87	86	189	153	1037	931	1313	1162

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(2) Civilian:

<u>Unit</u>	DAC		VN		3d Mtl		Contractor	
	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>	<u>Auth</u>	<u>OH</u>
HHD	0	0	11	9	0	0	0	0
128th	0	0	12	10	0	0	0	0
162nd	0	0	11	8	0	0	0	0
173rd	0	0	11	6	0	0	0	0
213th	0	0	9	9	0	0	0	0
11th CAB	0	0	54	42	0	0	0	0

e. (U) Aircraft Status. See Inclosure 3.

f. (U) Operational Results. See Inclosure 4.

g. (U) Employment. The 11th Combat Aviation Battalion was engaged in supporting tactical operations each day during the entire reported period. Continuous training of all new personnel was accomplished by the subordinate units, concurrently with their normal assigned missions.

h. (U) Personnel, Morale, Discipline and Information.

(1) Personnel Records. The volume of records maintained at this headquarters during the reported period totaled 1590. Processing totals were:

	<u>In Processed</u>	<u>Out Processed</u>
Officer	42	57
WO	48	57
EM	283	314
Total	373	428

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(2) Awards and Decorations. The following awards and decorations were processed through this headquarters during the reported period:

<u>Submitted</u>	<u>Award</u>	<u>Received</u>
19	Distinguished Flying Cross	12
1	Legion of Merit	2
0	Bronze Star with "V"	14
59	Bronze Star	47
18	Air Medal with "V"	10
685	Air Medal	488
0	Army Commendation Medal with "V"	10
78	Army Commendation Medal	75
9	Purple Heart	10

### 1. (C) Intelligence.

#### (1) Physical Security.

(a) An additional tower has been constructed within the battalion's defensive sector of the Phu Loi Base Camp perimeter. The new tower, in conjunction with the existing tower, permits complete day and night observation of the battalion's entire sector of responsibility. Each tower is equipped with FM radio and land line communications, search light, starlight scope, binoculars, M60 machinegun, azimuth indicator, lensatic compass, map, and hand held flares. These towers are used as control centers for the battalion's defensive sector.

(b) Two hush flares per bunker within the battalion's defensive sector have been installed to provide emergency illumination. The flares are employed on each side of a bunker and as near the tactical wire as practical. The flares are sand bagged for protection against small arms fire and shell fragments. Each flare may be command detonated or activated through a trip wire. When ignited, this hush flare burns for about 1 hour illuminating an area approximately 90 meters in diameter.

(2) Internal security - A three row, concertina barbed wire fence with moveable road barriers has been erected, encircling the battalion's

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cantonment and aircraft parking areas, to impede possible enemy sapper attacks. Defensive bunkers have been constructed in conjunction with the wire fence to cover by fire probable enemy routes of advance and withdrawal. Each bunker is equipped with land line communication to the Battalion Operation Center. To further protect the aircraft, a vehicle mounted patrol is utilized when enemy attacks are imminent. The patrol vehicle is manned by a three man crew, one of which is an NCO and is equipped with a radio, pedestal mounted M60 machinegun with a coaxially mounted search light, signal and illumination flares, and individual weapons.

j. (C) Operations and Training.

(1) Operations.

(a) During the reported period, the 11th Combat Aviation Battalion supported the following major allied forces: 1st Infantry Division, 9th Infantry Division, 25th Infantry Division, 11th Armored Cavalry Regiment, Capital Military Assistance Command and the 199th Light Infantry Brigade. Elements of these forces were participating in Operation Toan Thang II.

(b) Operation Toan Thang II commenced 3 June 1968 and continues at present. At the close of the reported period the 11th Combat Aviation Battalion had flown 100,389 sorties in 31,031 aircraft flying hours. The units transported a total of 201,349 passengers and 24,598 tons of cargo in support of the operation.

(c) The 11th Combat Aviation Battalion's Pathfinder Detachment was used extensively throughout the reported period. The Pathfinders were utilized during all night airmobile assaults and on all CH-47 missions which consisted of three or more sorties. During this reported period, the 11th Combat Aviation Battalion Pathfinders participated in 19 airmobile assault missions and 414 CH-47 missions. They assisted in moving 11,768 passengers and 4,834 tons of cargo. In addition to this heavy work load, the Pathfinders also instructed supported units in proper rigging techniques, procedures for inspecting aerial delivery equipment to determine serviceability, and conducted a comprehensive training program for the 1st Aviation Battalion's Pathfinder Detachment. This was accomplished even though the detachment was below 75 percent strength throughout the period.

(2) Training.

(a) Specialized and refresher training in helicopter airframes (UH-1B, C, D, and CH-47A) and turbine engines (T-53, T-53, L-1, T-55 and T-63) offered by the Army Aviation Refresher Training School

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(AAKTS) continued to furnish the battalion with exceptional maintenance personnel. A technical supply course was also offered for battalion personnel by AAKTS. During this reported period the battalion filled five allocations to the UH-1 airframe course, three allocations to the CH-47A airframe course, two allocations to the T-53 engine course, five allocations to the T-55 engine course, and two allocations to the technical supply course.

(b) The WDU 4A/A, 20 grain flechette warhead for the 2.75" FFAR was introduced to the 11th Combat Aviation Battalion during the reported period. An orientation and firing demonstration was conducted for selected members of all 11th Combat Aviation Battalion armed helicopter platoons on 24-26 September 1968. This instruction was followed by a visit to the 11th Combat Aviation Battalion by the Flechette New Equipment Training Team (NETT) on 1-3 October 1968. During their stay, the NETT conducted a two hour block of instruction for each of the assault helicopter companies assigned to the 11th Combat Aviation Battalion.

(c) An orientation program has been established by the 12th Combat Aviation Group to familiarize Battalion Operations Center (BOC) duty officers with the problems encountered by the II FFV Army Aviation Element (AAE) and promote a better understanding of the procedures employed in solving these problems at Group level. The program consists of a 24 hour visit to AAE for each assigned BOC duty officer. To date, only one of BOC duty officers has participated in this program. He reported that the program was very enlightening and serves the purpose intended. As a result, a smoother working relationship has been established with AAE.

(d) At the request of the 1st Aviation Battalion, 1st Infantry Division, a courtesy pathfinder training program has been initiated by the 11th Combat Aviation Battalion's Pathfinder Detachment. Members of the 1st Aviation Battalion's Pathfinder Detachment accompany 11th Combat Aviation Battalion pathfinders on missions in which pathfinders are employed. The training is primarily directed toward:

- 1 Inspection of rigging equipment to determine serviceability by detecting dry rot, fraying and other signs of material failure.
- 2 Proper rigging techniques for all types of CH-47 loads.
- 3 Conduct of artillery operations utilizing CH-47 helicopters.
- 4 Pick-up and landing zone operations during airmobile operations.

The ultimate objective of this program is to substantially reduce the number of dropped loads within the 1st Infantry Division and promote a more efficient utilization of CH-47 helicopters.

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(e) During the reported period an orientation program was initiated to familiarize Royal Australian Army Pilots with the techniques and procedures employed by the United States Army on airmobile assaults. 2LT William A. Heron, 161st (Independent) Reconnaissance Flight visited the 11th Combat Aviation Battalion during the month of October. He spent his first week with the Battalion Operations Center (BOC) in order to develop a general understanding of the overall employment of the battalion and how mission assignments are made to subordinate units. The next two weeks, he spent with the 162nd Assault Helicopter Company, observing combat assaults from the Command and Control aircraft. This orientation training included basic armed and troop carrying helicopter tactics as well as transition training in the UH-1 series helicopters. The final week of Lieutenant Heron's stay was with the 213th Assault Support Helicopter Company observing CH-47 missions.

k. (U) Logistics. During the reported period there have been no changes in the mission or operation of the Battalion S4 section.

1. (U) Maintenance.

(1) During the reported period, the battalion experienced an increase in total flying hours and a higher flying hour average per UH-1 and CH-47 aircraft than in previous reporting periods. Battalion units had assigned an average of twenty-three UH-1B and C aircraft averaging 71.8 flying hours each per month, fifty-eight UH-1D and H aircraft averaging 134.5 hours each per month, and fifteen CH-47 aircraft which averaged 88.9 hours each per month.

(2) The assault helicopter companies retrograded twenty-four UH-1 aircraft and received twenty-eight UH-1 replacement aircraft during the reported period. The assault support helicopter company retrograded three CH-47 aircraft and received four CH-47 replacement aircraft. At the end of this period, the 11th Combat Aviation Battalion was short a total of twelve UH-1D/H and one CH-47 aircraft.

(3) Twenty-one Safety of Flight Inspections, ten UH-1 and eleven CH-47, were performed during the period which resulted in temporary grounding of the aircraft. These inspections were completed without adverse effect on operational commitments.

(4) One UH-1D, two UH-1H and one CH-47 aircraft remain to be retrofitted under the ZYR program. The ZYS addition to the ZYR is progressing with two UH-1B, eleven UH-1C, four UH-1D, two UH-1H and six CH-47 aircraft remaining to be retrofitted.

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SUBJECT: ORLL for Period Ending 31 Oct 68, RCS CSFOR-65 (RI) (U)

m. (U) Aviation Safety. During the reported period, a quarterly safety inspection was conducted throughout the units of the 11th Combat Aviation Battalion. The major areas of interest were:

- (1) Aircraft parking areas.
- (2) Aircraft maintenance areas.
- (3) Motor pools.
- (4) Billeting areas.

All units passed the inspection in a satisfactory manner.

n. (U) Medical.

(1) During the reported period the mission and organization of the medical section have remained unchanged, except for the replacement of one basic medic (MOS 91A10) by a Vietnamese National nurse under the Civilianization Program Six.

(2) Beginning 1 December 1968, all battalion medical units are to be reorganized under an experimental TOE which will consist of a headquarters section and two or more detachments. The headquarters section will consist of one flight surgeon, one X-ray technician, one laboratory technician, one administration specialist, one medical records specialist and an NCOIC. Each detachment will have one flight surgeon, four medics and an NCOIC. An evaluation of the experimental TOE will be included in the next Operational Report.

o. (U) Religious and Personal Services. - See Inclosure 6.

p. (U) Civic Action. The following is a summary of Civic Action activities during the reported period:

(1) Food and clothing were donated to the Lai Thieu Deaf and Dumb School by Headquarters and Headquarters Detachment, 11th Combat Aviation Battalion.

(2) The 213th Assault Support Helicopter Company has done an outstanding job in support of the St. Joseph Leprosarium by obtaining food and clothing from US citizens and organizations to help these needy people.

(3) The 173rd Assault Helicopter Company continues to support the elementary school that was built by the unit at Lai Khe, RVN. The school's current enrollment is 106 pupils.

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SUBJECT: ORLL for Period Ending 31 Oct 68, RCS CSFOM-65 (RI) (U)

## 2. (C) Section 2. Lessons Learned: Commanders's Observation, Evaluation and Recommendations.

a. (U) Personnel. None.

b. (C) Operations.

Item: Dropped Loads.

(1) Observation: An analysis conducted by the 213th Assault Support Helicopter Company indicates that 48 percent of the dropped loads are caused by rigging equipment failure.

(2) Evaluation: Aerial delivery slings are subject to varying climatic extremes in Vietnam which range from daily saturation during the monsoon season to intense heat and dust during the dry season. These conditions serve to shorten the service life of rigging equipment. Two loop slings become unacceptable for CH-47 loads in a very short time when subjected to these extreme climatic conditions.

(3) Recommendations:

(a) All CH-47 loads be rigged with three loop slings or double two loop slings only.

(b) During the monsoon season, the service life of all sling equipment should be reduced from six (6) to three (3) months.

c. (C) Training.

Item: Dual Helmet Fire Control System and Modified M-5 Sighting System.

(1) Observation: Both the dual helmet fire control system and the modified M-5 sighting system were tested by the 11th Combat Aviation Battalion. The dual helmet fire control system consists of two helmets equipped with illuminated reticles, mechanical linkage and electronic connections (to include lead-angle compensator). This system is capable of firing the M-21 weapons system. The modified M-5 sighting system consists of a standard M-5 sight into which a seven power monocular has been placed and affixed to a gyro-stabilized lens. This sight is capable of firing the M-5 weapons system.

(2) Evaluation: The dual helmet fire control system is a vast improvement over the present M-6 sight. The dual helmet sighting system with the lead-angle compensator is extremely accurate and allows either

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pilot to engage targets; therefore, targets which are off the planned firing axis may be engaged much faster and with greater probability of achieving first round hits. The modified M-5 sight, with its seven power magnification and the lead angle compensator, permits target detection at an increased range. The gyro-stabilized lens eliminates much of the "target bounce", permitting greater accuracy. When attempting to fire off axis with the modified M-5 sight, the same limitations, mechanical stops and blocked vision problems are prevalent as in the current M-5 sight.

(3) Recommendations:

(a) All UH-1 gunships which are presently equipped with the M-6 sight be converted to the dual helmet fire control system at the earliest possible date.

(b) The modified M-5 sight does not incorporate sufficient improvements over the present system to recommend its acceptance into the Army inventory.

d. (U) Intelligence. None.

e. (U) Logistics. None.

f. (U) Organization. None.

g. (U) Aircraft Maintenance. None.

3. (U) Section 3, Headquarters, Department of the Army Survey Information.

None.

6 Incl

1. Organizational Chart and  
Station List

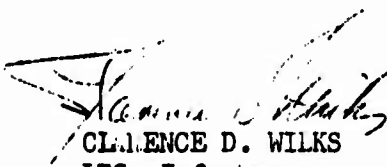
~~2. Command and Staff Structure w/d, Hq, DA~~

3. Aircraft Status

4. Operational Results

5. Aircraft Maintenance Statistical Summary

~~6. Chapel Statistics w/d, Hq, DA~~

  
CLARENCE D. WILKS

LTC, Infantry  
Commanding

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1-CO, 3rd Armed Sqdn, 17th Air Cav

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AVGC-SC (13 Nov 68) 1st Ind

SUBJECT: Operational Report of the 11th Combat Aviation Battalion for  
Period Ending 31 October 1968, RCS CSFOR - 65 (RI) (U)


DA, HEADQUARTERS, 12TH COMBAT AVIATION GROUP, APO 96266 20 November 1968

TO: Commanding General, II FIELD FORCE VIETNAM, ATTN: AVFBC-RE-H, APO 96266

1. In compliance with AR 525-15 and USARV Regulation 525-15, two (2) copies of subject report are forwarded.

2. Concur with all comments and recommendations.

FOR THE COMMANDER:

  
ARTHUR M. MOUNTCASTLE  
Captain, Infantry  
Asst Adjutant

**AVFBC-EE-H (13 Nov 68) 2nd Ind**

**SUBJECT: Operational Report of the 11th Combat Aviation Battalion for  
Period Ending 31 October 1968, RCS CSFOR - 65 (RI) (U)**

**DA, HQ II FFORCEV, APO San Francisco 96266 4 DEC 1968**

**THRU: Commanding General, 1st Aviation Brigade, ATTN: AVBA-C, APO 96307**

**Commanding General, US Army Vietnam, ATTN: AVHGC-DH, APO 96375**

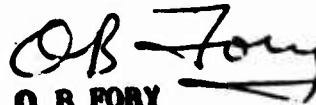
**Commander-In-Chief, US Army Pacific, ATTN: GPOP-OT, APO 96558**

**TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310**

**1. Subject report is forwarded.**

**2. This headquarters has reviewed and concurs with the Operational Report-  
Lessons Learned of the 11th Combat Aviation Battalion for period ending  
31 October 1968.**

**FOR THE COMMANDER:**

  
**O. B. FORY**  
**1LT, AGC**  
**Asst AG**

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AVRA-C (13 Nov 68) 3d Ind

SUBJECT: Operational Report of the 11th Combat Aviation Battalion for  
Period Ending 31 October 1968, RCS CSFOR-65 (R1) (U)

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, APO 96384

11 DEC 1968

THRU: Commanding General, United States Army Vietnam, ATTN: AVHOC-DST,  
APO 96375

Commander-in-Chief, United States Army Pacific, ATTN: GPDP-OT,  
APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. (U) This headquarters has reviewed this report, considers it to be  
adequate and concurs with the comments.

2. (C) The following additional comments are considered pertinent:

a. Paragraph 1a(2), page 7. All 1st Aviation Brigade Assault Helicopter  
Companies are below their authorized TOE UH-1D/H fill. As aircraft are  
received, equitable distribution is made to insure all units without op-  
erational priority are filled at approximately the same level.

b. Paragraph 2b(3)(a), page 9. The current rated capacity of the F8C  
1670 two loop sling is 6500 pounds. Since external loads for CH-47 air-  
craft are normally rigged to exceed 6500 pounds, the three loop or double two  
loop sling must be used.

c. Paragraph 2b(3)(b), page 9. TM 55-450-11 specifies six months as  
the maximum service life for air delivery slings. Slings will be turned  
in through supply channels earlier than six months when it is determined  
that through deterioration or fair wear and tear, the slings are no longer  
serviceable for use as prescribed in TM 55-450-11.

d. Paragraph 2c, page 9. A report of the evaluation conducted by the  
11th CAB on the dual helmet fire control system and the modified M5 sighting  
system was submitted to HQ USAFV. Report reflected conclusions and recom-  
mendations as contained in paragraph 2c(3).

3. (U) 1 Inclosure as stated on the 1st and 2d Indorsements is in error,  
and should be 6 Inclosures.

FOR THE COMMANDER:



LEE S. PETERSON  
1LT, AGC  
ASST ADJ GEN

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AVHGC-DST (13 Nov 68) 4th Ind  
SUBJECT: Operational Report of the 11th Combat Aviation Battalion for  
Period Ending 31 October 1968, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 27 DEC 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 October 1968 from Headquarters, 11th Combat Aviation Battalion.

2. Comments follow:

a. Reference item concerning dropped loads, page 9, paragraph 2b; and 3d Indorsement, paragraph 2b: Concur. TM 55-450-11 and USARV Regulation 725-7 instructions were written expressly for use of three loop slings; however, two loop slings may be used in lieu of three loop within weight limitations. This substitution is required since it will be March 1969 before USARV will receive all the three loop slings required. TM 55-540-11 lists very specific criteria for the storage, inspection, and maintenance of air delivery slings. With the minimum precautions taken, slings will remain serviceable for six months.

b. Reference item concerning dual helmet fire control system and modified M-5 sighting system, page 9, paragraph 2c. Concur. This headquarters forwarded these same recommendations in an evaluation report of the Dual Helmet Sight and the Modified M-5 Sight on 3 December 1968.

FOR THE COMMANDER:

  
W. C. ARNTZ  
CPT, AGC  
Assistant Adjutant General

GPOP-DT (13 Nov 68) 5th Ind (U)

SUBJECT: Operational Report of HQ, 11th Cbt Avn Bn for Period Ending  
31 October 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558

8 JAN 1969

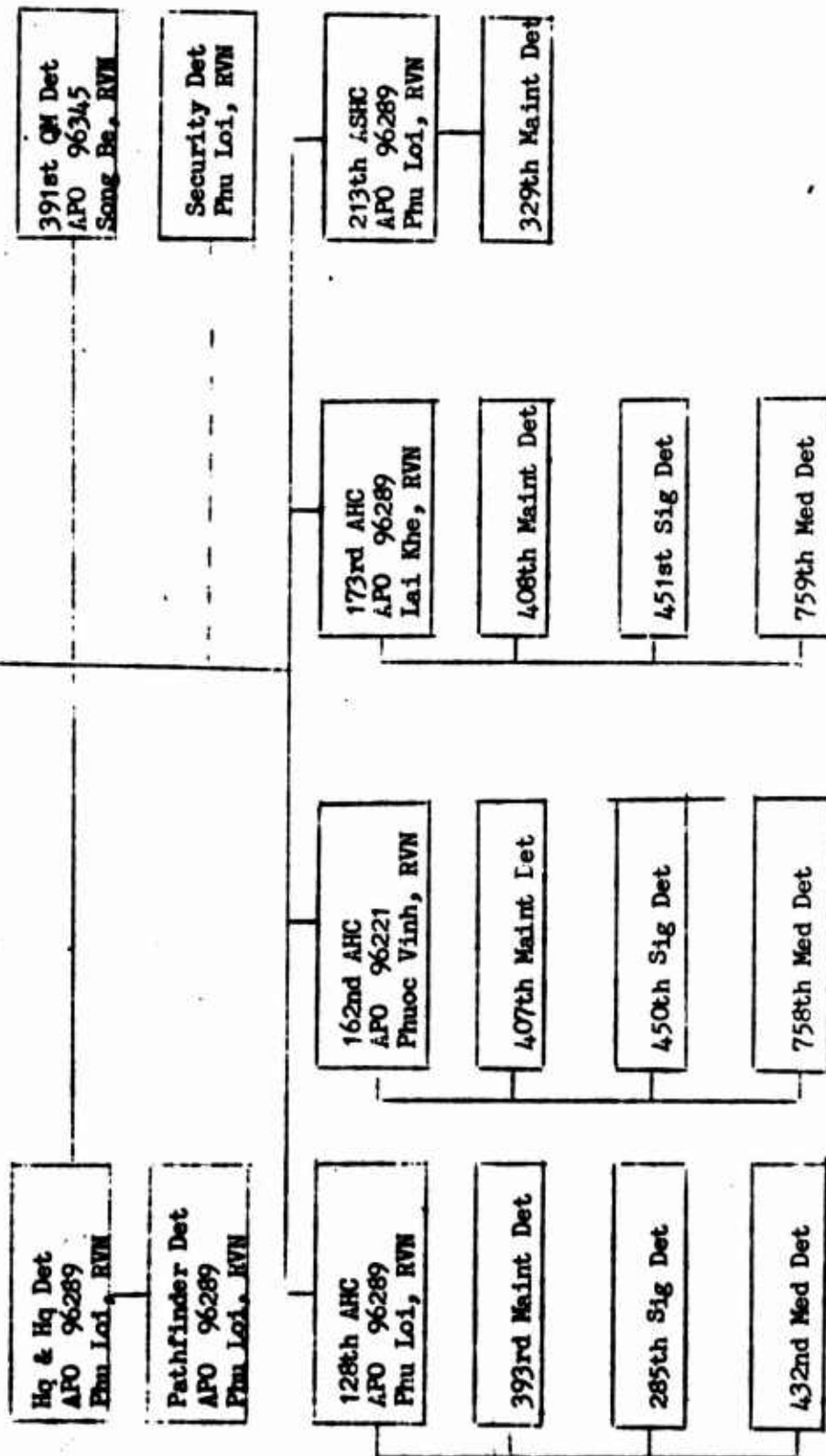
TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

  
C. L. SHORTT  
CPT, AGC  
Asst AG

11th Combat Aviation Battalion  
Organizational Chart and Station List  
31 October 1968



Incl 1

11th Combat Aviation Battalion  
Aircraft Status  
31 October 1968

Unit	OH-23 Auth OH	UH-1B Auth OH	UH-1C Auth OH	UH-1D Auth OH	UH-1H Auth OH	CH-47A Auth OH	UH-6-A Auth OH
128th AHC		8 8		23 20			
162nd AHC			8 8	23 3	15		
173rd AHC			8 8	23 17	2		
213th ASHC	2 0					16 15	
HHD				2 2			1 1
11th CAB	2 0	8 8	16 16	71 42	17	16 15	1 1

Incl 3



11th Combat Aviation Battalion  
Operational Results  
31 October 1968

Unit	Sorties Flown	Troops Lifted	Cargo Lifted (tons)	Enemy Killed	Structures Dam Dest	Sampans Dam Dest
128th AHC	28,850	50,303	152	24	3 9	1 3
162nd AHC	27,739	44,399	96	10	1 3	0 1
173rd AHC	27,926	47,026	141	129	0 3	0 1
213th ASL	15,754	59,621	24,209	1	0 0	0 0
11th C.B	100,389	201,349	24,598	164	4 15	1 5

Incl 4

11th Combat Aviation Battalion  
Aircraft Maintenance Statistical Summary  
31 October 1968

Type Aircraft	Aug	Sep	Oct	Total
UH-1B, C UH-1D UH-1H CH-47	1720 7458 481 1343	<u>Hours Flown</u> 1707 6781 1334 1317	1529 5535 1807 1340	4956 19774 3622 4000
UH-1B, C UH-1D UH-1H CH-47	79.1 85.9 97.0 81.0	<u>Available (Percent)</u> 73.7 84.2 95.0 80.8	81.3 84.8 86.3 77.2	
UH-1B, C UH-1D UH-1H CH-47	19.2 13.3 3.0 18.0	<u>EDM (Percent)</u> 25.6 15.4 5.0 19.2	18.4 15.1 13.7 22.8	
UH-1B, C UH-1D UH-1H CH-47	1.7 0.8 0.0 1.0	<u>EDP (Percent)</u> 0.7 0.4 0.0 0.0	0.3 0.1 0.0 0.0	

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ITEM 1

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\*\* FOR OT RD # \_\_\_\_\_  
\*\*\*PAGE # \_\_\_\_\_

ITEM 2

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ITEM 3

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ITEM 4

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ITEM 5

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PAGE # \_\_\_\_\_

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